
The New Russia from the White Sea to the Siberian Steppe by Alan Lethbridge
Source: *The Journal of Race Development*, Vol. 6, No. 3 (Jan., 1916), pp. 353-354
Published by: .
Stable URL: <http://www.jstor.org/stable/29738162>
Accessed: 01-08-2014 01:16 UTC

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achievements of the Island kingdom and the active interest which they take in her welfare. Perhaps the largest part of the book is addressed to the American rather than to the Japanese public, because it is there that the trouble lies. If open hostility should cease to be expressed in America, Japan's suspicions and mistrust would vanish. It is a good thing to have these cordial expressions of good will from men who can be truly considered representative Americans and it is to be hoped that this exchange of messages will help to establish better relations between the two nations in whose hands the future of the Pacific lies.

The New Russia from the White Sea to the Siberian Steppe. By ALAN LETHBRIDGE. London: Mills and Boon. 1915. Pp. xv, 314.

Among the numerous English books of travel on Russia, this one by Mr. Lethbridge deserves mention. All of Russia is rather unknown to the American public but perhaps this section of northern Russia and the White Sea litoral is the least familiar of all Russia in Europe. Part of the country traveled by Mr. and Mrs. Lethbridge is out of the ordinary routes of travel and their experiences told in entertaining fashion make pleasant reading, while numerous photographs add to the interest of the book.

A chapter on British opportunities in Siberia reminds one of similar chapters dealing with American opportunities in South America, with this important difference that in Russia the whole feeling among the people is one of general friendliness toward the British, a feeling accentuated by the war. Germany has entrenched herself strongly in Siberia but with the attitude prevailing throughout Russia that it is better to buy English goods even at a higher price than German, it ought not to be a difficult matter for England to secure a large share of the Siberian trade which is becoming increasingly important, provided of course the British merchants are willing to make the same concessions to Russian trade that we are required to make to South American trade.

The history of the port of Archangel is an interesting one. Owing its origin to an English seaman, its prosperity for many years depended upon a very numerous English colony. When the Crimean War forced this colony to leave, the period of Archangel's decay began. Later attempts by the Germans to check this decline have not been particularly successful, the main reason being that Archangel has no suitable railway connections

with the rest of the Empire. The potential value of the Arch-angle province is immense and the future of Archangel as an entrepôt for northern Russia and western Siberia would be assured by the proper development of the railway system in this section. A recognition of these possibilities may be one of the advantageous results of the present war.

The Monroe Doctrine in its Relation to the Republic of Haiti. By WILLIAM A. MACCORKLE. New York: The Neale Publishing Co. 1915. Pp. 105.

Mr. MacCorkle is a firm supporter of the Monroe Doctrine with all of its extensions; he even objects to any guarantee of the doctrine which shall be shared by the South American states, for South America is so closely bound to Europe, especially by racial and commercial ties that in any question between the United States and a European power, it would side with the latter. He further believes that if the doctrine is applied fairly and justly that it will not arouse an undue amount of jealousy on the part of the South American nations.

In applying the Monroe Doctrine, Mr. MacCorkle believes that the United States should control absolutely the Caribbean Sea and the Gulf of Mexico and he adds:

The peace and safety of our country further demand that the countries bordering on the Caribbean Sea and the Gulf of Mexico should not be able by whim, self-interest, or lawlessness, to interfere with this nation. The conditions surrounding this country demand that our spheres of influence on this continent should be as absolutely delimited and settled as is the establishment of that principle in Europe.

As regards Haiti, by its situation it commands the two most important trade routes to the Panama Canal, the Windward Passage and the Mona Passage, and it is within striking distance of the third, the Angeada Passage. With Haiti in our hands, we would be in a fairly advantageous position as regards the Caribbean Sea and the Gulf of Mexico, but without it we are at a disadvantage as compared with France and England and to an almost equal degree as compared with Holland and Denmark, though the control of these twin seas is vitally necessary to us.

Of Haiti in its political and moral aspects Mr. MacCorkle can find nothing good to say and the events of last July bear out only too convincingly the truth of his statements. The most ominous